

LAND SUBDIVISION COMMITTEE MEETING
March 7, 2013

Members

Gregg Humphrey

Steve Stewart

Matt McLaughlin

Rick Weber

Brad Bixby

Brian Davis

Lori Williams

Steve Hall

Paul O'Shea

Others

Don DeFrates

Rick Hanselman

Kevin McDermott

Dennis Hackett

Jerry Howe

Mary McAsey

Resident of Harmony Court East
subdivision

Staff

Joe Zeibert

Steve Keenan

**SPRINGFIELD-SANGAMON COUNTY REGIONAL PLANNING COMMISSION
MINUTES OF THE SUBDIVISION COMMITTEE MEETING**

	FILE NO.	1989-22
	CENSUS TRACT #	30
NAME OF SUBDIVISION:	Toronto Terrace – Location & Sketch Map and Variances – Sec. 153. 158(C) – Size of Blocks and Sec. 153.157(L) – Restriction of Access	
JURISDICTION:	City	
DATE OF MEETING:	March 7, 2013	
OWNER:	Greenside Nudo, Inc.	
ENGINEER:	Greene & Bradford	
DESCRIPTION:	Pt. E ½, SE ¼, Sec. 27, T15N. R5W (Northeast corner of Cotton Hill Road and Toronto Road)	
	41.082	Acres 18 Lots
MOTION TO RECOMMEND:	Variance – Sec. 153.158(C) – Size of Blocks – Approve	Variance – Sec. 153.157(L) – Restriction of Access – Approve
		Location & Sketch Map – Approve, Subject To
BY:	Lori Williams	Lori Williams
2ND BY:	Matt McLaughlin	Matt McLaughlin
VOTE:	Unanimous	Unanimous

Don DeFrates presented the location and sketch map and variances. He requested a restriction of access variance for Lot 16 to allow an access point onto North Cotton Hill Road across from Harmony Court.

Joe Zeibert, Regional Planning Commission, said originally the request was for a location and sketch map and a variance for size of blocks. He said since the Committee has imposed a requirement to remove the public cul-de-sac and allow a private drive onto North Cotton Hill, the engineer could request a variance to allow access to an arterial road. Zeibert said staff recommends approval of the location and sketch map. He said all essential services are available to serve the site. Zeibert said staff recommends approval of the variance for the size of blocks. He said extraordinary circumstances of land ownership and adjacent development exist. Zeibert said the Illinois Central Railroad is located on the east side of this development, which prohibits a stub street from being extended to reduce the existing block length. He said staff recommends approval of the restriction of access variance to allow one access point along North Cotton Hill Road for lot 16. Zeibert said the Illinois Natural Heritage Database shows that the protected Black-Crowned Night Heron may be in the vicinity of the project location. He said the applicant shall clarify the existing zoning note. Zeibert said the applicant is proposing multi-family to the north. He said the Springfield Area Transportation Study approved a bicycle/pedestrian plan that included wide shoulders and sidewalks along North Cotton Hill Road and Toronto Road. Zeibert said this was an advisory item.

Paul O'Shea, Office of Planning and Economic Development, had no comments.

Brian Davis, Sangamon County Highway Department, had no comments.

Steve Stewart, CWLP-Water, said the City had strong water mains on the south side of Toronto Road and the east side of Cotton Hill Road with plenty of excess capacity. He said there is a 6" water main stubbed to the north end of the development off James Street, at what is shown as Sheba on the drawing that would need to be reinforced for multi-family usage. DeFrates said the applicant would create a loop through the area.

Gregg Humphrey, Springfield Metro Sanitary District, said there is sanitary sewer available in the area. He said he did not know if this area has been annexed to the Sanitary District or not.

Lori Williams, City Traffic Engineer, said the applicant shall add a note stating no direct access will be allowed onto North Cotton Hill Road for Lots 1 and 15. She said the applicant shall label North Cotton Hill Road properly. Williams said it is only labeled Cotton Hill Road. She said Public Works does not have a problem with the variance requests.

Matt McLaughlin, Springfield Building and Zoning Department, said the applicant received the comment about a transitional buffer yard being required for the lots adjoining residential such as Lots 3, 8, and 9. He said the applicant shall clarify the lot lines on Lots 100 and 101.

Rick Weber, Springfield Fire Department, had no comments.

Steve Hall, Sangamon County Department of Public Health, had no comments.

Brad Bixby, CWLP-Electric, said there is electrical service in the area that is adequate to serve the site.

Humphrey asked if there was anyone else who wished to address the Committee on this matter.

Dennis Tackett questioned the need for access onto North Cotton Hill Road. He said there have been several accidents in the area and it is not a safe place. Humphrey said access is handled by the City and they make recommendations on it.

Mary McAsey asked if the applicant plans an entry from James Street onto Sheba, to which Williams replied correct. McAsey asked what benefit the neighborhood would gain from 130 to 140 cars from the new development exiting onto Sheba. Zeibert said this is more of a use issue and the subdivision process asks whether the site is suitable for subdividing. He said all the essential services are available to serve the site. Zeibert said he believed the development has already gone through the zoning process, to which the reply was yes. McAsey said she was questioning the one road that is exiting onto James Street. Williams said Sheba Drive was stubbed to allow access for property to the south. She said the development is continuing the street to the south. Williams said it gives a second access point to several roads in the area. McAsey said the traffic in the area would increase with 130 to 140 extra cars added onto the adjacent street [Sheba]. McAsey said there would be 130 to 140 units in this apartment complex. Humphrey said there is also a safety issue. He said Sheba Drive and James Street now only have one point of access onto North Cotton Hill Road. Humphrey said stub streets are laid out as part of the traffic network to allow emergency vehicles to access subdivision sites in

the event that an entrance becomes blocked by an accident. He said a stub street connection would be required for the development to the south.

McAsey asked if there would be limited access. She said the apartment complex located south of this development [Lake Pointe Apartments] does not have a second road connection to the surrounding neighborhood. Humphrey said a second street was planned because there is a stub street in the subdivision. McAsey said this development might cause too much traffic congestion. Williams asked DeFrates if a traffic study was completed, to which DeFrates replied no. DeFrates said a traffic study would be completed after the location and sketch map goes through the City Council. Humphrey said a traffic study is addressed with the preliminary plan stage. Zeibert said there is a four-step process with the subdivision. He said the first step is the location and sketch map that goes ultimately to the City Council. Zeibert said the next phase is the preliminary plan. He said this will include a traffic study, reviewed by the Office of Public Works, and that the preliminary plan will address issues such as drainage and the development phasing. Zeibert said the next step is the construction plans. He said the final step is the final plat, which is a physical survey of the lots. McAsey asked about the traffic study, to which Zeibert replied it would be required with the preliminary plan. McAsey asked if the neighborhood residents had any input in the traffic study. Humphrey and Williams explained that a traffic study calculated traffic impacts [trips per day] by the types of development proposed on a site. Zeibert asked if the traffic study would include any improvements required for North Cotton Hill Road, to which Williams replied yes, if needed. McAsey said she favored improvements to North Cotton Hill Road such as sidewalks. She said she was concerned about the traffic congestion of the site onto a small subdivision.

Jerry Howe asked if there would be a bridge built over the creek tributary. Humphrey said storm sewer would be installed. Howe said storm sewer was already installed. DeFrates said there was an easement for storm sewer in place. Howe said the tributary is one of the water suppliers to Lake Springfield. He said the creek has overflowed its banks and run onto North Cotton Hill Road. Howe asked about a bridge, to which Humphrey replied the applicant would have to build whatever is required by the City with the construction plans. Stewart said erosion control would be important because of the proximity to Lake Springfield. He said the erosion control would be reviewed with the construction plans. DeFrates said the water travels through Lake Pointe Subdivision and enters the spillway before it enters the lake.

Humphrey asked for a motion on the block length variance. He asked if the Regional Planning Commission recommendation was to approve, to which Zeibert said yes.

Lori Williams made a motion to approve a variance of Section 153.158(C) – Size of Blocks – to allow one block that is in excess of 1,200 feet. Matt McLaughlin seconded the motion and the vote was unanimous.

Humphrey asked for the Regional Planning Commission recommendation for the access to an arterial road variance, to which Zeibert said for approval.

Lori Williams made a motion to approve a variance of Section 153.157(L) – Restriction of Access – to allow one access point for Lot 16 onto Cotton Hill Road across from Harmony Court. Matt McLaughlin seconded the motion and the vote was unanimous.

Lori Williams made a motion to approve the location and sketch map, subject to:

- 1) Clarifying the existing zoning note;
- 2) Adding a note stating no direct access will be allowed onto North Cotton Hill Road for Lots 1 and 15;

- 3) Labeling North Cotton Hill Road properly; and,
- 4) Clarifying the lot lines between Lots 100 and 101.

Matt McLaughlin seconded the motion and the vote was unanimous.